

WESTPAC SPE600-17-R-0714
QUESTIONS AND ANSWERS

- 1) **QUESTION:** What is the Minimum/Maximum Order for Line Item 0028 Al Udeid?

ANSWER: Section C of the Offer Submission Package (OSP) allows offerors to specify maximum and minimum quantity limits per shipping point and mode. Paragraph C (a) requires entry of specific data when proposing tank truck mode; paragraph C (b) is for pipeline offers. For general information about ordering, see F1.25 DELIVERY AND ORDERING PERIODS, FAR 52.216-22 INDEFINITE QUANTITY, and I86.12 DELIVERY ORDER LIMITATIONS - SCOPE OF CONTRACT.

- 2) **QUESTION:** What is the Minimum/Maximum Order?

ANSWER: Specific details regarding frequency of ordering is unavailable, as order frequency varies each year and is also dependent on the mode of delivery. Offerors may specify loading restrictions as necessary as an exception to the offer. For an example, an offeror may restrict the tank truck loading days of the week. For pipeline, barge and tanker offers, a lift interval should be specified in the OSP.

- 3) **QUESTION:** What is the Daily/Monthly requirement?

ANSWER: We are unable to provide specific details regarding our daily/monthly requirement as this may vary; however, the offeror can specify a maximum and minimum daily quantity for tank truck offers, as well as a maximum monthly quantity for all transportation modes per shipping point in the OSP. In addition, see F1 DELIVERY CONDITIONS FOR TANK CARS, BOXCARS, TRUCKS, TRANSPORT TRUCKS, TRUCKS AND TRAILERS, TANK WAGONS, PIPELINE, AND LIGHTERS; F15 BARGE AND/OR SHALLOW DRAFT TANKER DEMURRAGE AND LOADING CONDITIONS; F16.01 BARGE DEMURRAGE AND UNLOADING CONDITIONS and F52 TANKER DEMURRAGE AND LOADING CONDITIONS of the solicitation for additional details regarding advance notice provided to the contractor for orders.

- 4) **QUESTION:** Is the supply to Line Item 0028 Al Udeid mainly through Pipeline / Truck or through equal means?

ANSWER: The requirement allows up to 100% fulfillment by either pipe or truck, or a mix of both modes.

- 5) **QUESTION:** Are there specific storage tanks to which fuel must be delivered? If so, what is the tank capacity?

ANSWER: For FOB Destination locations, fuel will be offloaded into various storage tanks and with varying capacities. As stated in FAR 52.216-22 INDEFINITE QUANTITY (OCT 1995), "The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations." Please note offerors may specify minimum/maximum parcel sizes in the OSP.

- 6) **QUESTION:** Will a site inspection be allowed/possible?

ANSWER: Please refer to L54 SITE VISIT, which will be added to the solicitation via Amendment 0002.

- 7) **QUESTION:** Is there a contact point person to better understand the logistics and requirement?

ANSWER: All questions regarding the requirement must be submitted to the contracting office. Courtney Fluellen and Megan Baer are the identified POCs who will coordinate and respond to questions submitted for this requirement

- 8) **QUESTION:** Has DLA considered small business set-asides?

ANSWER: Due to the large overseas nature of this requirement and limited small business participation under previous requirements, there are no small business set-asides available under the current WestPac solicitation.

- 9) **QUESTION:** How are different FOB Origin costs being evaluated?

ANSWER: Review FAR 52.212-1 INSTRUCTIONS TO OFFERORS – COMMERCIAL ITEMS (BULK) (TAILORED) (DLA ENERGY) (JAN 2017) paragraph (c), which defines a technically acceptable offer and the evaluation criteria. This section also references FAR 52.212-2 EVALUATION COMMERCIAL ITEMS, which identifies the Bid Evaluation Model (BEM) and the numerous variables the BEM considers to evaluate offers. In addition, Section M of the solicitation identifies various evaluation requirements which will be applied during the evaluation of offers for the WestPac requirement. DLA Energy will only evaluate FOB Origin Tanker; FOB Destination Tanker offers will not be accepted under the current solicitation. The daily tanker rate using U.S.-flag vessels was published in solicitation Amendment 0001; this rate is used as a variable in developing a mile per gallon transportation rate for evaluation purposes.

- 10) **QUESTION:** Is Tank Truck an acceptable mode for the DFSP PDS Okinawa requirements for F76 (CLIN 0024), JA1 (CLIN 0031), and JP5 (CLIN 0012)?

ANSWER: No. Tank Truck is not a possible mode for the DFSP PDS Okinawa requirements for F76 (CLIN 0024), JA1 (CLIN 0031), and JP5 (CLIN 0012). The DFSP does not have the capability to receive product by tank truck for these requirements.

- 11) **QUESTION:** Can you provide a word version of the OSP?

ANSWER: A word version of the OSP can be provided by request.

- 12) **QUESTION:** OFFEROR SUBMISSION PACKAGE (OSP) - Section K: When do FAR 52.222-22 PREVIOUS CONTRACTS AND COMPLIANCE REPORTS and FAR 52.222-25 AFFIRMATIVE ACTION COMPLIANCE apply?

ANSWER: FAR 52.222-26 EQUAL OPPORTUNITY and FAR 52.222-22 PREVIOUS CONTRACTS AND COMPLIANCE REPORTS and FAR 52.222-25 – AFFIRMATIVE ACTION COMPLIANCE will only apply if an offeror is a U.S. firm performing delivery in the U.S. or U.S. territories.

- 13) **QUESTION:** Is the difference between barge and shallow draft tanker the loadable parcel sizes?

ANSWER: Yes, the load difference between a shallow draft tanker and a barge is related to the volume of fuel the vessel can load. Please review the solicitation SF-1449 Notes Continuation Page

for more detailed information about the two mode types. Shallow Draft Tankers are restricted to FOB Origin Mode only.

- 14) **QUESTION:** If I am unable to register in OET can I send the Offer Submission Package (OSP) direct to email?

ANSWER: Offerors must submit timely proposals in accordance with FAR 52.212-1. An offeror must register in AMPS and in OET in a timely manner to be eligible to submit an offer in response to solicitation number SPE600-17-R-0714. If an offeror runs into technical issues they must contact the proper support group and contracting points of contact.

- 15) **QUESTION:** It appears WestPac's previous requirement included award to a non-TAA compliant country? Can you clarify when this would be appropriate?

ANSWER: DFARS Clauses 252.225-7020 TRADE AGREEMENTS CERTIFICATE and 252.225-7021 TRADE AGREEMENTS apply to this procurement, which require an offeror to both offer and supply product from a U.S.-made, qualifying country, or designated country end product unless: (1) the Contracting Officer determines there is insufficient product offered from non-U.S., non-qualifying country(ies), or non-designated country(ies) necessitating award to an offeror supplying non-U.S., non-qualifying country(ies), or non-designated country(ies); or (2) a national interest waiver is requested and granted pursuant to Part 225 of the DFARS. The decision to both request and grant a national interest waiver will only be determined at DLA Energy's sole discretion after completion of the final reverse auction pricing round. Therefore, by submission of an offer, the offeror must either: (1) Certify that each end product to be delivered is a U.S.-made, qualifying country, or designated country end product; or (2) List, by country name, the non-U.S., non-qualifying country(ies), or non-designated country(ies) in paragraph (c)(2) of the provision and submit to the Contracting Officer for review. A listing of qualifying/designated countries may be found in DFARS Part 225. For those offerors who may propose product sources from non-designated/non-qualifying countries, please be advised that a national interest waiver may or may not be requested and may or may not be approved. Offerors are assuming a risk that these proposals may not be accepted upon final evaluation.

An offer may be considered TAA compliant even if the "Shipping Point" is located in a non-qualifying country or a non-designated country, but the "Source of Supply" is TAA compliant.